

DELOREAN WORLD



Published Quarterly by the DeLorean Owners Association

Volume 9, Number 2



DeLoreans Ride on Goodyear's Best

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COVER STORY

BYE, BYE BLIMP 22

Goodyear blimp is leaving Texas on a non-return flight

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CALENDAR

DeLorean Expo '92
December 10-13, 1992
The Pointe at Tapatio Cliffs
Phoenix/Scottsdale, Arizona

ON THE COVER:

DeLoreans Assemble Near Goodyear Blimp

Photo submitted by John Streckfuss
Location: North Harris County, Texas
(See story page 22)



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BY KJELL MYHRE, ASSOCIATE EDITOR

Goodyear Blimp, County Causeway,
Miami, Florida, circa 1940.



"Fuzzy" Fasnacht's Legacy

BY LEE CERMAC

*Some people we know are different.
by numbers they're only a few.
For they can be proud to stand up and say,
they were once on an airship crew.*

*There's something that sets them apart.
it's found deep in their soul.
Just mention a blimp and you'll get a spark,
though the years may have taken their toll.*

*Such a man is being honored,
he's one of airship's elite.
He grabbed his first noseline in '32,
now his service is complete.*

*Well, the guy we lovingly call "Fuzzy",
wound up his forty four years
of loyalty, perseverance, and service,
and knowledge that's irreplaceable, I fear.*

*We can praise him to the high heavens.
there's no greater honor than
having all those known him say,
above all he was a gentleman.*

This issue is focused on more technical material and information in response to the overwhelming popular interest in technical concerns of DeLorean ownership. A number of you understandably do not have a complete library of technical manuals. Hence, this is a special issue in which you will find the answers to many technical questions for future reference.

One of the original advertisers in connection with the initial offering of the DMC 12 DeLorean automobile was the Goodyear Tire and Rubber Company headquartered in Akron, Ohio. On the cover of this issue is a photo submitted by John Streckfuss of Spring, Texas. He captures a picturesque view of Chapter 9 DeLoreans surrounding the world famous Goodyear Blimp located in North Harris County, Houston, Texas. The Goodyear Tire and Rubber Company advertised the original NCT tires in the initial promotions of the DeLorean Motor car.

This is an opportunity to highlight the Editor who was born and raised in Akron, Ohio in a Goodyear Aerospace family. Her father, affectionately referred to in the workplace as "Fuzzy", joined the Goodyear Blimp crew over fifty years ago and traveled the USA extensively with his wife, June. They both enjoyed many opportunities to fly in these lighter than air machines. Fuzzy retired as a manager at Wingfoot Lake and the main blimp hangar at Goodyear. Kay's uncle, affectionately known as "Augie" O'Neill, was a blimp pilot and on occasion, in the barnstorming days, was known to greet his friends by dragging the blimp mooring rope over their housetops!

Goodyear played a major role in the WWII war effort, a history which includes dirigibles and antisubmarine systems. Goodyear, of course, is a name that is recognized today in racing circles from Daytona to Indianapolis and numerous sports car and racing events. As proud owners of DeLoreans, it is easy for us to understand the pride and workmanship offered in conjunction with Goodyear products. 

DeLorean to Ride On Goodyear's Best

Goodyear's low profile, high-performance NCT steel belted radial tire will be original equipment on the new DeLorean sports car.

The Goodyear NCT, or neutral contour tire, has been sold in Europe since 1978. However, special testing and development work has led to an NCT specifically tailored for the new DeLorean.

Neutral contour refers to a molding technique in which the tire is molded in the shape it is to assume when inflated and on the car. With conventional molding techniques, a tire assumes its final shape only after being inflated. The neutral contour design creates a tire in which cornering and braking forces are more equalized throughout the entire structure for improved handling.

The NCT's circumferential tread pattern was derived from rain tires Goodyear developed for Formula 1 racing.



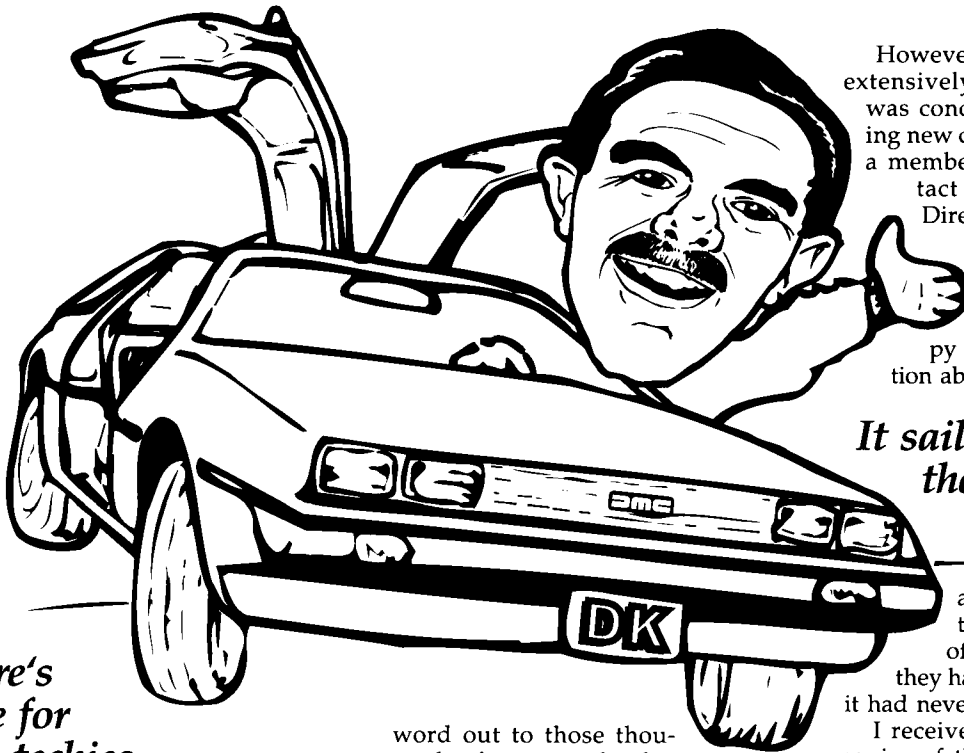
The DeLorean will be equipped with 195/60HR-14 NCT's in front and 235/60HR-15 NCT's on the rear.

Goodyear plans to use the DeLorean in its advertising campaign introducing the new tire. 

*This article is an excerpt from the "DeLorean
Motor Company News", Fall, 1980.
-Editor*

P R E S I D E N T ' S M E S S A G E

BY DAVID KNUDSON



Here's one for the techies.

Through the years, many members have suggested that we increase the technical content of DeLorean World. Of course, based on availability, some issues have contained more technical information than others.

In an effort to accommodate those members who want to see more tech, Kay Myhre, Jon Spurlin, Ed Bernstein and Stephen Wynne have produced this nearly total-tech issue.

Drop either Kay or me a line if you would or wouldn't like tech issues to become an annual event.

Getting the word out.

As a result of our Lake San Marcos think tank, we are embarking on an extensive, nation-wide publicity campaign.

As I have mentioned before, we are losing members to used car dealers. In other words, members sell their cars to these dealers, the dealers clean out the cars, the cars are then bought by people who don't know we exist. And, of course, many long-time owners have never known of our existence.

So, watch your local papers and national news magazines for articles on the Association. We're getting the

word out to those thousands of owners who don't know about us in an effort to boost membership.

Pre-holiday fun.

We're rapidly approaching Expo '92 and the agenda looks very exciting. And of course, Scottsdale is one of the finest shopping areas in the country—particularly if you're looking for unique holiday gifts. So, don't miss this one. Mark your calendar December 10-13.

Chapter expansion.

The Board's interest in expanding chapters has waned in recent years. Much of the reason has been the many chapters around the country that got off the ground only to crash and burn for lack of leadership. Enthused chapter leaders like the Avellons in Ohio, Don Gowler in Illinois, Ronald Finelli in Pennsylvania, Eleanor Rogers on Long Island, the Whites in Texas, the Longs in Georgia, Dick Stride in New Hampshire, Gary Masie in New York, Everen Brown in Utah, the Bensons in Minnesota and Robert Lamrock in Ireland are very few and far between. All of these people know that it takes a lot of work to maintain local member enthusiasm.

However, chapters were discussed extensively at the think tank and it was concluded to begin encouraging new chapters again. So, if you're a member without a chapter, contact our National Chapter Director,

Millie Bernstein

9251 Vanalden Avenue
Northridge, CA 91324.

She'll be more than happy to send you all the information about starting a new chapter.

It sailed before they sank.

Devoted readers of DeLorean World might recall that I wrote an article about the demise of the DeLorean Motor Club of America. I had heard that they had planned a cruise but that it had never sailed.

I received quite a few letters and copies of the club's newsletter from members, but none that covered the sailing of the cruise.

Well, thanks to Ronald Church of Falmouth, Massachusetts, we now have our answer. He enclosed a copy of the club's January-April, 1986 newsletter recounting the gaiety on board and off. The cruise was to Mexico. So, I think we can safely assume that they at least took a cruise to Mexico. I say "at least", because Ronald also sent a copy of their May-June, 1984 newsletter which promoted a cruise to the Caribbean but there was never a mention of that one sailing.

We've moved.

It's always interesting to get letters from members. However, many of them have been forwarded from our old address in Arcadia. Mary Lou and I buy fixer-upper houses, fix them up and sell them, so we move quite often.

Probably the safest bet is to use my office address which is:
Walker, Knudson & Campbell
2500 Wilshire Boulevard, Suite 602
Los Angeles, CA 90057.
Phone (213) 387-7257
Fax (213) 385-0731.



Area Regional Chapter Calendar of Events for 1992

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio

Guy Avellon, Coordinator

(216)866-5038

- May** Meri- Flora Show, Rallye, Picnic, Columbus
- May 29-31** Nissan Grand Prix, Camel GTE, Mid Ohio, Race Course, Lexington
- June 21** Stan Hywet Classic Auto Show, Akron
- June 26-28** Vintage Grand Prix Mid Ohio, Lexington
- June** Earth Angel Charity Cruise, Lancaster, Ohio
- July** Put in Bay Tour
- July** Roscoe Village Tour
- Aug.** North Coast Winery Tour
- Aug.** Shaker Square British Sports Car Show
- Sept.** Peek'n Peak Niagara Tour
- Sept. 11-13** Budweiser Cart 200 & Trans Am Races, Mid-Ohio, Lexington
- Oct. 3-4** Fall Clinic & Southern Ohio Leaf Tour & Drive, Cincinnati

For details of each event, contact the event chairman or regional coordinator. We invite, encourage and welcome all those in bordering states and beyond to attend our events.

AREA REGIONAL CHAPTER 36

Long Island, New York

Eleanor Rogers, Coordinator

(516)491-1248

- May 15-17** Eastern Regional Run III Murder Mystery Weekend, Season's Resort, Great Gorge, New Jersey
- May 24** Sports Car Club of America Car Show, Planting Fields Arboretum, Oyster Bay, New York
- July** Pool Party (place and date to be announced -If you wish to offer yours, please do)
- Aug. 22** Picnic at Robert Moses State Park
- Sept. 5** Lime Rock, Connecticut
- Oct. 24** Rallye to Hyde Park, New York Lunch & Dinner
- Nov. 14** Wine and Cheese Party at Eleanor Rogers' House
- Dec. 5** Holiday Party- Place to be Announced

AREA REGIONAL CHAPTER 12

Southern California

Ed Bernstein, Coordinator

(818)993-0967

- July 4** Parade, West Covina
- Oct. 24** Burton Chace Park, Marina Del Rey
- Dec. 10-13** DeLorean Expo '92, Scottsdale, Arizona
- May 14-16, '93** Cliffs at Shell Beach, Shell Beach, California

AREA REGIONAL CHAPTER 9

Southeast Texas

Mary Ruth White, Coordinator

(713)664-1833

- May 6** Business Meeting at DeLorean One, Houston
- June 6** Business Meeting at DeLorean One, Houston
- June 27** 4th of July Parade, Make Ready Work Day
- July 1** Business Meeting at DeLorean One, Houston
- July 4** Fourth of July Parade and Picnic at Friendswood
- Aug. 5** Business Meeting at DeLorean One, Houston
- Sept. 2** Business Meeting at DeLorean One, Houston
- Oct. 7** Business Meeting at DeLorean One, Houston
- Nov. 4** Business Meeting at DeLorean One, Houston
- Dec. 2** Business Meeting at DeLorean One, Houston

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin

Don Gowler, Coordinator

(708)397-0322

- May 16** Saturday-Tech Session Union Grove, Wisconsin
- June 13-14** Social activity and overnigher
- June 28** Lambs Farm Car Show- Libertyville, Illinois
- July 18** Tech Session Union Grove, Wisconsin
- Aug. 9** Social Activity, Cornfest Parade
- Sept. 19** Tech Session Union Grove, Wisconsin
- Oct. 4** Social activity, Rallye and Dinner

AREA REGIONAL CHAPTER 3

Minnesota

Bruce Benson, Coordinator

(612)429-6912

- Dec. 10-13** DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland

Robert Lamrock, Coordinator

0232-3281-22

- May 23-24** NEC Birmingham Car Show, Birmingham, England

Chapter Calendar

(CONTINUED)

AREA REGIONAL CHAPTER 2

Pennsylvania

Ronald Finelli, Coordinator

(215)789-4326

May 2 Willow Grove Auto Show,
Willow Grove, New Jersey

May 15-17 Eastern Regional Run III, Mystery
Weekend Seasons Resort,
Great Gorge, New Jersey

June 28 Philadelphia Vintage Grand Prix Show

July Summer Tech/Social, Door Adjustment

Aug. 9 New Hope Auto Show, New Hope,
Pennsylvania

Sept. 6 Duryea Days, Boyertown, Pennsylvania

Oct. Fall Safety Check

Nov. Road Rallye

Dec. Holiday Social

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, Western Colorado

Everen T. Brown, Coordinator

(801)364-2646

Intermountain chapter members get together on a bi-monthly basis. Everyone is welcome to attend. To get the latest listing of events contact chapter coordinator, Everen T. Brown, and it will be sent to you immediately.

Dec. 10-13 DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 35

New York

Gary Masie, Coordinator

(201)473-2832

May 15-17 Eastern Regional Run III, Mystery Weekend,
Seasons Resort, Great Gorge, New Jersey

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire

Dick Stride

(802)889-3732

May 15-17 Eastern Regional Run III,
Mystery Weekend, Seasons Resort
Great Gorge, New Jersey

June 20 Annual trip to Newport, Rhode Island

Sept.

Clark's Bears in Lincoln, New Hampshire

AREA REGIONAL CHAPTER 5

Georgia

Tom Long, Coordinator

(404)449-1968

May 9 Dinner Meeting at Billon's Pub,
Indian Trail Road, Atlanta

June 6 Covered dish lunch, Tech Sessions
& DeLorean Radio Control Model Car
Rallye at Byrne and Marian
Heninger's, Gainesville, Georgia

July 18 Caravan Trip through North Georgia to
Amicalola Falls and the new lodge
at the Falls

Aug. 22 Trip to "The Lost Sea", Tennessee
between Chattanooga and Knoxville

Sept. 19 Day Trip to Barnesville, Georgia for their
Annual Buggy Days Celebration

Oct. Day Trip to Birmingham, Alabama to see
some of the special places in this
wonderful city and sample their cuisine

Nov. 14 Tech Session and covered dish dinner at
Tom & Simi Long's, Alpharetta

Dec. 4 Holiday dinner dance at the
Atlanta Athletic Club

**Technical
Correspondence
may be directed to**

Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

**Membership
Communication
may be directed to**

David Knudson
President
C/O Walker, Knudson & Campbell
2500 Wilshire Blvd., Suite 602
Los Angeles, CA 90057

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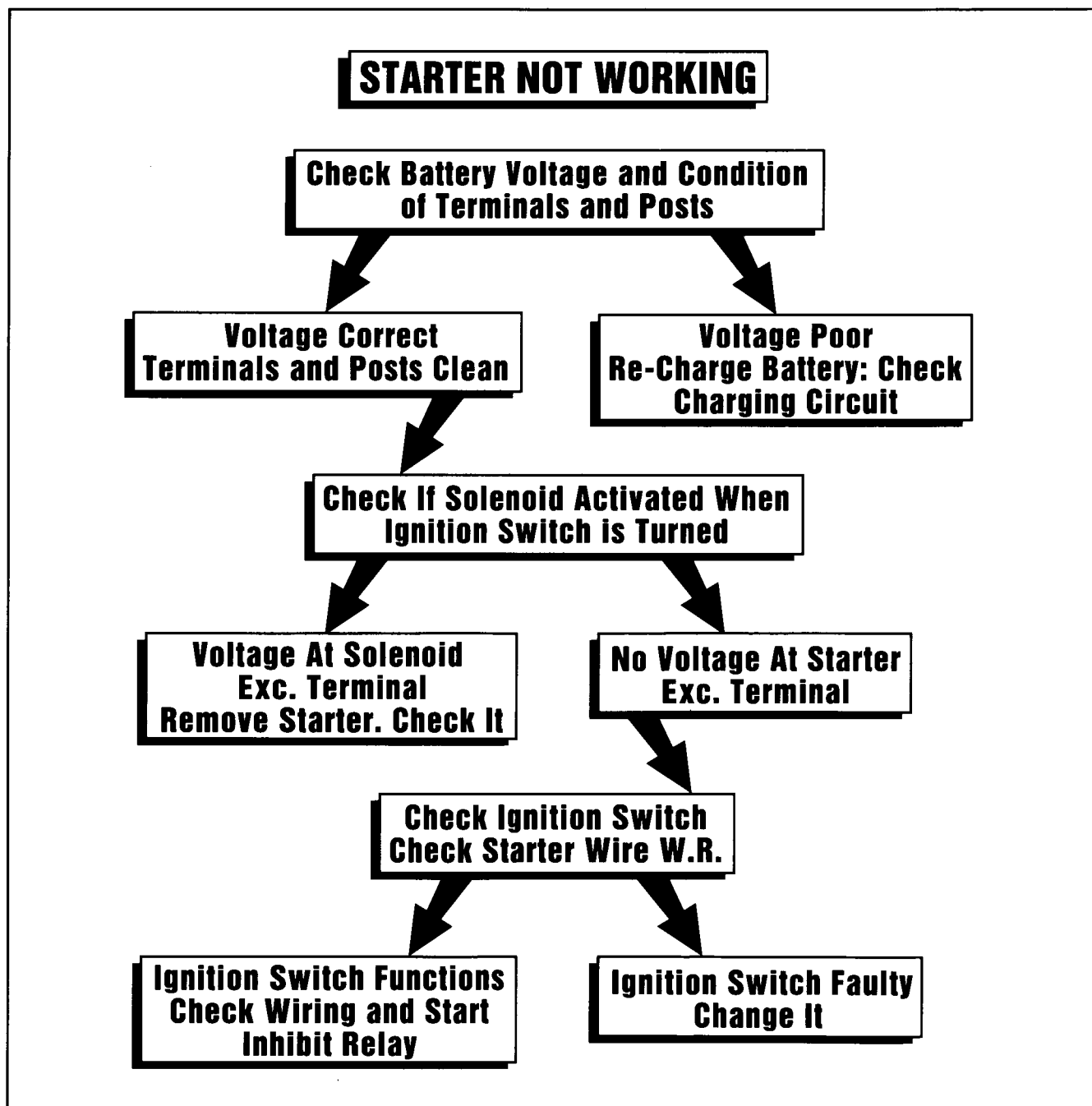
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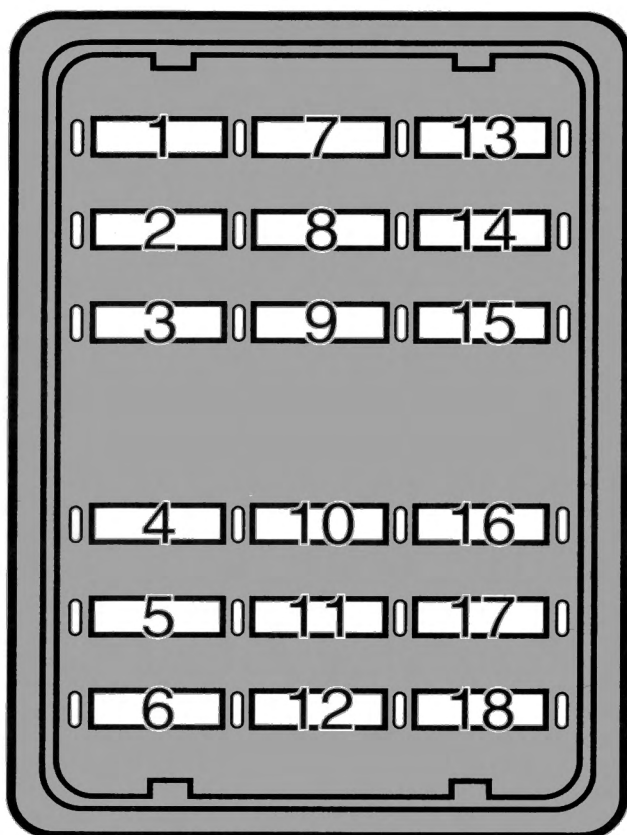
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Randolph Road, Santa Barbara, CA 93111.
(805) 964-5296.

ELECTRICAL SYSTEM FAULT DIAGNOSIS





TECH TALK

By Jon Spurlin,
Technical Director

In order to help us prepare the pages for this technical issue, we asked Stephen Wynne, co-owner and Senior Technical Advisor of DeLorean One, to provide us with information regarding frequently asked technical questions by owners.

Stephen referred us directly to selected pages in the DeLorean Workshop Manual printed in Dunmurry, Ireland in 1982 for the technical data required to answer these questions.

FUSED CIRCUITS

Fuse No.	Rating	Circuits
1	10A	R.P.M. relay, distributor, vacuum solenoid, ignition E.C.U. and idle speed E.C.U.
2	10A	L.H. tail lamp, side lamps, front parking lamp and license plate lamp.
3	10A	Windshield wiper and washer motors.
4	20A	Directional indicator switch and stop lights switch.
5	10A	All dash instruments and indicators, service interval counter.
6	20A	Hazard warning switch, horns and buzzer, logic box.
7	20A	Lambda relay, lambda E.C.U., frequency valve, fuel pump and control pressure regulator.
8	10A	R.H. tail lamp, side lamps, front parking lamp, license plate lamp, cigar lighter lamp, instrument panel illumination lamps, main light switch lamp and digital clock lamp.
9	10A	Heated rear window and electrical mirrors.
10	20A	A/C mode switch and door lock warning lamp.
11	30A	Radio clock, gear selector lamp, A/C panel lamps and power windows.
12	10A	Diagnostic plug, engine compartment lamp, luggage compartment lamp, glove box lamp, door lamps, interior lamps and interior lamp delay unit.
13	10A	Automatic transmission.
14	20A	Low beam headlamps.
15	20A	High beam headlamps.
16	10A	Reverse lamps.
17	20A	Cigar lighter and clocks.
18	20A	Stop lamps.



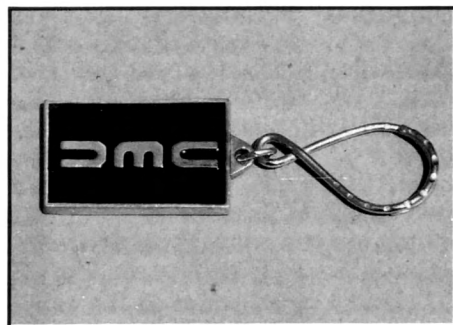
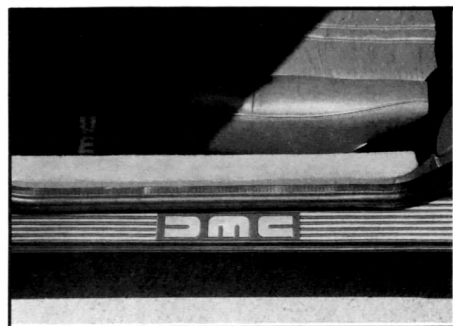


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9. **AUTOMATIC TRANSMISSION OIL COOLER** – Cuts transmission temperature 25°. Easy to install. \$69.95
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11. **PEWTER 1/43 SCALE DELOREAN MODEL** – (stainless finish) these miniatures measure 4 1/2 inches long. Each is finely detailed and handcrafted in the U.S.A. \$59.95. **PEN SET** – with pewter DeLorean model on a custom engraved 7 x 9 inch walnut plaque. \$89.95
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WHEELS AND TYRES

WHEELS

The wheels are a four bolt locating aluminum alloy LM25KD with 45 ribs equally spaced at a 8°, with windows between.

The maximum run out of the wheel is 0.5 (.080") measured at any location on either tyre seat.

SPARE WHEEL

The spare wheel and tyre assembly is for emergency use only. The maximum speed advised is 50 mph, and the tyre pressure should be kept at 60 PSI.

To conserve tyre tread the spare wheel should be returned to the storage area as soon as the standard tyre can be repaired or replaced.

WHEEL SIZES

Front Wheel	14" x 6" (375mm x 152mm)
Rear Wheel	15" x 8" (381mm x 203mm)
Spare Tyre	15" x 4" (381mm x 102mm)

CLEANING

Using a brush with nylon or natural bristles only, the wheel should be washed with warm water and detergent.

TYRES:

The tyres are steel belted tubeless radials.

TYRE SIZES:

Front	195/60 HR 14
Rear	235/60 HR 15
Spare	T125/70 D15

TYRE PRESSURES: For normal and high speed driving.

	<u>Normal</u>	<u>High Speed</u>
Front	23LB F/IN ²	29LB F/IN ²
Rear	30LB F/IN ²	34LB F/IN ²
Spare	60LB F/IN ²	

GENERAL INFORMATION

1. Wheel nuts should be torqued to 80Nm (60 LB FT). The wheel nuts should be tightened alternately to the correct torque.
2. Never use oil or grease on the studs or nuts. Improperly tightened nuts could eventually allow the wheel to come off, while the car is moving, causing loss of control.
3. Tyres should be checked at regular intervals, for tread depth and external cuts in the fabric, exposure of ply or cord structure, lumps or bulges.
4. It is essential that the wheel and tyre assembly are balanced regularly and that the geometry (tracking) is checked as recommended in the Steering Section (H).

SHOCK ABSORBER-COIL SPRING

REMOVAL AND INSTALLATION OF REAR SPRING AND SHOCK ABSORBER

REMOVAL

1. Raise rear of car on jack and place on axle stands.
2. Remove rear wheels and tyre assemblies.
3. Place jack under rear hub carrier to remove pressure from rear spring.

4. Compress rear spring using a suitable compression tool.
5. Remove lower mounting nylon nut and washers.
6. Remove upper mounting nut and washers.
7. Pull lower part of shock absorber clear of lower pivot bolt and carefully remove spring and shock absorber assembly from the car.
8. Remove shock absorber from rear spring.

9. Carefully remove spring compression tool from rear spring.

NOTE: Coil spring can be dangerous. A spring compression tool must be used at all times to fit and remove coil springs.

INSTALLATION

1. To reassemble, reverse removal procedure and torque components to specification.



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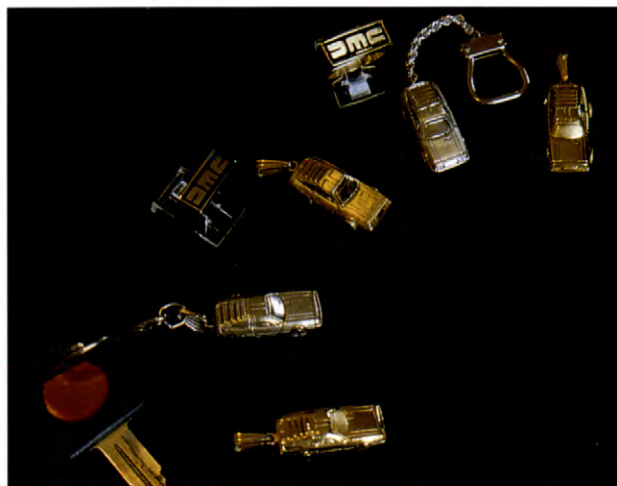
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REAR TOE-IN ALIGNMENT ADJUSTMENT

1. Check rear wheels for rim run out. Maximum tolerance is .406 mm (.16 inch).
2. Check tyre pressures. 30 p.s.i. 2.06 bar.
3. Check and ensure no abnormal wear in suspension, joints, wheel bearings.
4. Place vehicle on flat surface.
5. Check and, if necessary, adjust setting height 140 mm (5.5 inches). Fig 9. This measurement must be taken from the centre of the rear crossmember.

It is important to note that the vehicle setting height must be attained prior to checking or adjusting the suspension.

It may be necessary to lift the rear of the vehicle or load the vehicle to obtain the specified setting height.

6. Proceed with wheel alignment per the directions of the manufacturer of the alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, check and ensure specified setting height is maintained.

ALIGNMENT SPECIFICATIONS— REAR

Toe-In 3 mm (0.12 inch) per wheel
CAMBER 1/4° to 3/4° negative and non-adjustable

NOTE: If camber specifications do not fall within the specified tolerance, check for damaged suspension components.

7. Remove trailing arm shields.
8. Loosen trailing arm pivot bolt 'A' Fig. 10
9. Remove or add the required amount of shims (Part No. 106680) to obtain the specified tolerance. 'B' Fig. 10

NOTE: 1 Shim = 1.1° (1/18 inch)

10. Proceed with wheel alignment per directions of manufacturers of alignment equipment used.

11. Torque trailing arm pivot bolt 'A' Fig. 10 to 75 Nm (55 ft./lbs.)

12. Check adjustment.

FIGURE CONVERSION TABLE

FRACTIONAL INCHES/DECIMAL DEGREES

1/32 = .06°	9/32 = .58°
1/16 = .13°	5/16 = .64°
3/32 = .19°	11/32 = .70°
1/8 = .26°	3/8 = .77°
5/32 = .32°	13/32 = .83°
3/16 = .38°	7/16 = .90°
7/32 = .45°	15/32 = .96°
1/4 = .51°	1/2 = 1.02°

Figure 10

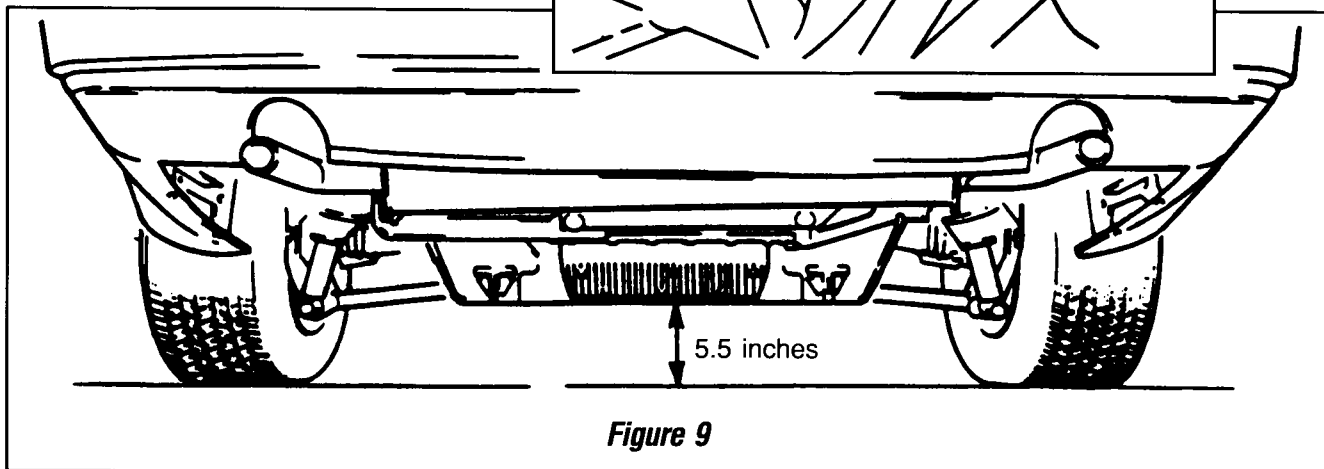
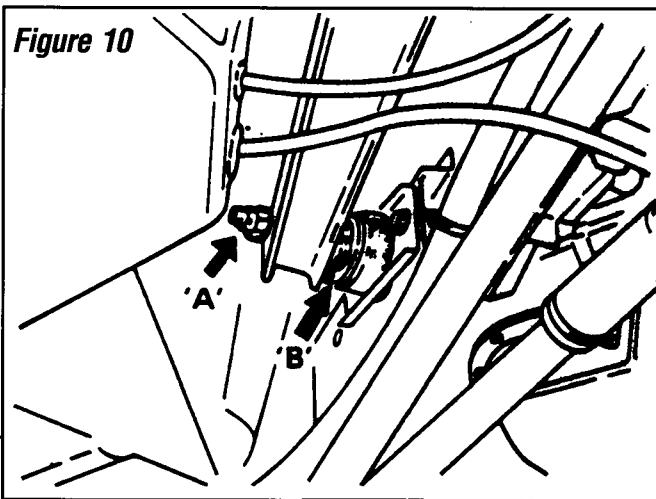


Figure 9

HUB BEARING, RIGHT OR LEFT

REMOVAL

1. Raise car on hoist.
2. Remove tyre and wheel assembly.
3. When working on left side, disconnect speedometer cable.
4. Remove both brake caliper mounting bolts and position caliper assembly out of the way. Caliper must not be suspended by brake hose. *Fig. 7*
5. When working on left side, remove speedometer drive cap from centre of hub. *Fig. 8*
6. Remove hub nut and "D" washer.
7. Remove hub and brake disc assembly.
8. Remove snap ring, retaining hub bearing to hub assembly. Remove hub bearing by pressing.
9. Press new hub bearing into hub assembly. *Fig. 9*
10. Position and secure hub bearing snap ring.

INSTALLATION

Reverse removal procedure starting with step 7 and torque fasteners to specification.

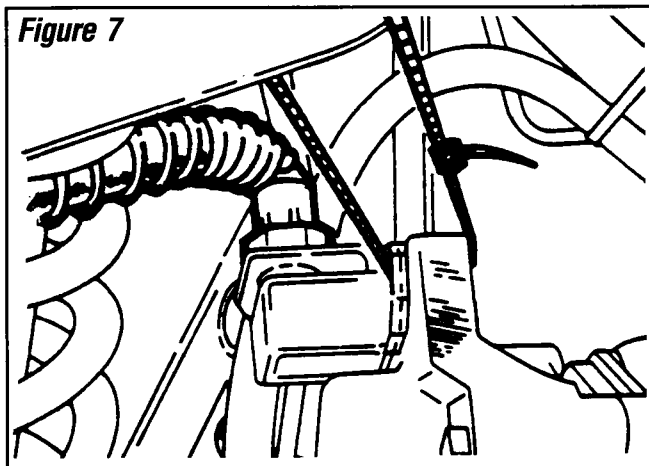


Figure 7

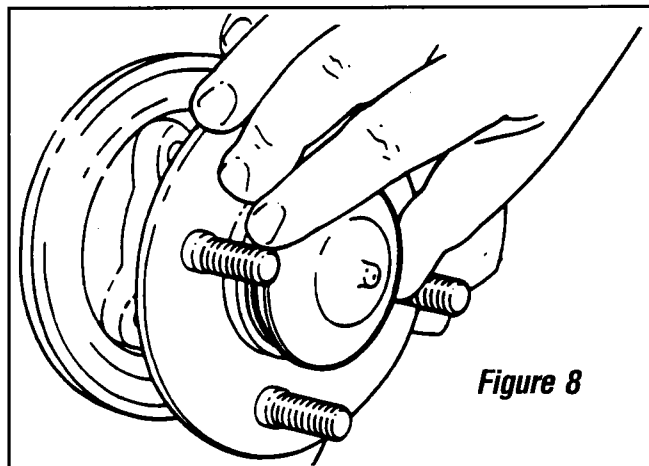


Figure 8

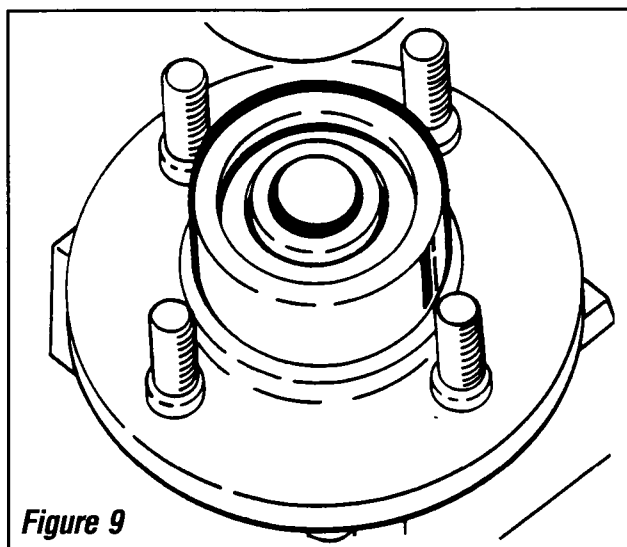


Figure 9

TORQUE SPECIFICATIONS

REAR SUSPENSION

Important Note:

TORQUE SPECIFICATIONS SHOULD NOT BE EXCEEDED.

	Lb. Ft.	Nm
Trailing arm bush attachment	16	22
Lower link both ends	INNER-OUTER 60 42	INNER-OUTER 80 64
Upper link both ends	INNER-OUTER 60 42	INNER-OUTER 80 64
Trailing arm hub to carrier	75	55
Outer drive shaft to hub	270	370
Trailing arm to pivot bush	42	64
Shaft to inner and outer drive shafts	30	40
Parking brake cable bracket to hub carrier	5 1/2	7
Caliper — hub carrier	40	55
Flex brake pipe attachment	12	16
Wheels	60	80

REMOVING HEATER-AIR CONDITIONING FAN

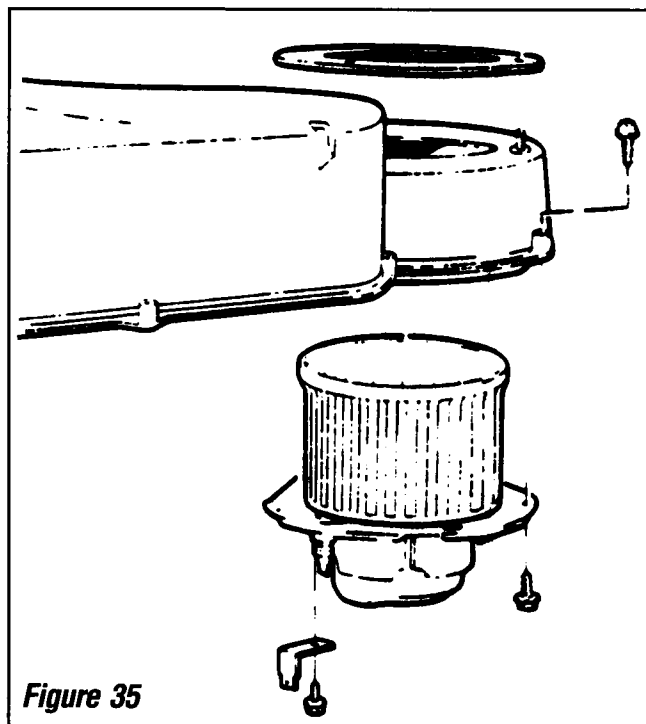


Figure 35

1. Working under right hand dash, disconnect spade terminal on fan.
2. Remove five hexagon screws attaching fan to fan housing.
TOOL — 8mm wrench
3. Drop unit, releasing rubber elbow from housing before withdrawing unit from vehicle.

INSTALLING HEATER/AIR CONDITIONING FAN

1. Refit fan to housing, connecting rubber elbow to housing and applying seal.
2. Fit five hexagon screws to secure fan in housing.
TOOL — 8mm wrench
3. Fit black ground wire to insulated spade terminal.
4. Fit pink/black wire to insulated spade terminal. 

MORE TECH NOTES PAGE 20

Dr. Tony Ross

“Sure, you can get parts from DeLorean One. But that’s not why I work with them.”

Dr. Tony Ross is a Chiropractor in John’s Island, South Carolina. His hobbies include sports motor-ing, bicycling, scuba diving and photography.

“Tony, what is your opinion of the DeLorean marque?”

“I love the car. I think it was manufactured before its time. The stainless steel is great for me because I live on the coast and salt water doesn’t affect it. I also love the interior and the handling characteristics.”

“What do you think is the future of the marque?”

“As more people my age see the cars and read about them through publicity, their value increases. The ‘Back to the Future’ films have also captured the younger generation – kids my son’s age. When they’re old enough to drive, many of them will want the car. That will increase the value even further in a few years.”

“Do you do a lot of your own work on your car?”

“I do some of the work myself. I’ve found I can get parts from a lot of places but unlike the others, I can call DeLorean One and they’ll walk me through any problem I might run into.

“Awhile ago, I got into some heavy stuff and they sent a carrier by, picked up my car and returned it very quickly. In fact, I had my DeLorean back from their shop in Houston quicker than it took a local dealer just to fix the transmission on my Ford Aerostar. Incidentally, my son really loved DeLorean One’s custom-built carrier.”

“What work did you have done at the Houston facility?”

“They replaced all the radiator and fuel line hoses, a cracked cylinder head, the leather interior and headliners, put in an alarm system, fixed the dash and repaired a lot of other problem areas. They brought the car up to spec.”

“Have you ever used any other service facilities?”

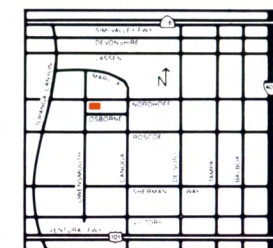
“Oh yes. There are a lot of people who say they can do the work. But unless they really know the car, they’ll fudge and try to rig things up. Then pretty soon that make-do part will mess up others and it’ll cost you a lot more in the long run.

“It’s like that Midas commercial, ‘You can either pay me now or pay me later.’”

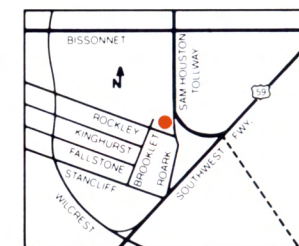
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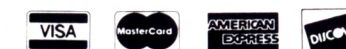
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DELOREAN ONE

RACK AND PINION ASSEMBLY, REPLACE

REMOVAL

1. Raise car on hoist.
2. Remove both front tyre and wheel assemblies.
3. Remove both tie rod ends to steering knuckle nuts and separate tie rod ends from steering knuckles with the appropriate tool.
4. Remove the pinch bolt securing the steering column universal joint to the steering rack pinion shaft.
5. Loosen pinch bolt securing the universal joint to the intermediate shaft and slide the universal joint up the intermediate shaft sufficient to disengage universal joint from pinion shaft.
6. Remove both pairs of steering rack clamp nuts and remove the clamps.
7. Remove the lateral restraint bracket from underneath the RH rubber steering mount rack.
8. Remove rubber mounts by rotating mounts and prying them off rack and pinion assembly.
9. Slide rack and pinion assembly out from LH side of chassis frame. *Fig. 8*
10. Transfer both the rod ends to replacement unit.
4. Position lateral restraint bracket underneath the RH mounting making sure the rack assembly collar is engaged between the two (2) tabs of the restraint bracket.
5. Make sure both rubber mounts are positioned so that the rack assembly collar fits securely in each mount.
6. Position a steering rack clamp over each rubber mount and locate in chassis frame. Secure each clamp with two nuts and washers inserted through the chassis frame openings.
7. Evenly tighten the four (4) clamp nuts while checking the proper location of the rubber mount and torque to specification.
8. Position and secure the tie rod ends to steering knuckle and torque to specification.
9. With the front hub in the straight ahead position and the steering wheel centered, slide the steering column universal joint onto the rack assembly pinion shaft and secure the pinch bolt. Position the lower universal joint so as to provide maximum clearance from the chassis frame. Torque both pinch bolts to specification.
10. Reinstall tyre and wheel assemblies. Torque to specification.
11. Lower car, and with car at normal ride height, check toe-in and adjust if necessary.

INSTALLATION

1. Guide replacement rack assembly into chassis from left side.
2. Position LH rubber mount onto rack assembly and rotate the rubber mount onto its proper position.
3. Position the RH rubber mount onto the rack assembly and rotate the rubber mount into the proper position.

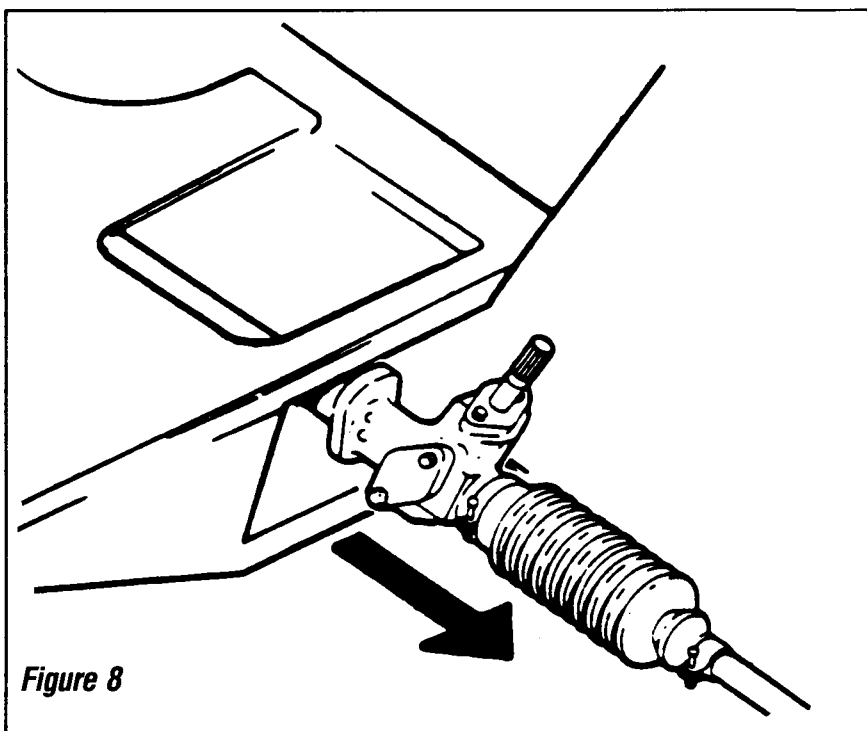


Figure 8

RACK AND PINION TIE ROD BOOTS, ONE OR BOTH

REMOVAL

1. Remove rack and pinion assembly as previously described.
2. Loosen inner and outer boot(s) clamp screws and remove boot(s) clamps and discard.
3. Slide damaged boot(s) off tie rod(s)

INSTALLATION

1. (a) If replacing one (1) boot, add 1/3 pint of specified lubricant to steering rack assembly via the left end before proceeding.
(b) If replacing both boots, position and secure with new clamps one (1) boot invert the steering rack assembly and add 1/3 pint of *specified lubricant* via the left end.

NOTE: In order to properly add lubricant to rack and pinion assembly, the rack and pinion assembly **MUST BE** removed and filled from LEFT side (pinion end) only.

2. Position and secure with new clamps replacement boot (or second boot).
3. Install rack and pinion assembly as previously described. 

BLEEDING AND FLUSHING THE CLUTCH

BLEEDING HYDRAULIC SYSTEM

1. Top up clutch fluid reservoir with specified fluid.

NOTE: Ensure that reservoir fluid level is maintained throughout the bleeding procedure.

2. Connect one end of a hose to the bleed-screw and place the other end in a container.
3. Raise vehicle and open bleedscrew on clutch slave cylinder enough to allow the fluid to be pumped out.
4. Depress the clutch pedal through the full stroke, followed by three short, rapid strokes.

5. Close the bleedscrew before releasing the pedal on the last stroke. Release the pedal and allow it to return rapidly.
6. Open bleedscrew and repeat operation 4 and 5 until all the air is evacuated.
7. Remove bleed hose and top up reservoir to bring the level to within 10 mm (0.394 in.) of the bottom of the filler neck.

FLUSHING SYSTEM

It is recommended that the entire hydraulic system be thoroughly flushed with clean brake fluid whenever new parts are installed in the hydraulic system.

Flushing is also recommended if there is any doubt as to the grade of fluid or if there is any trace of contamination.

1. Remove fluid from clutch reservoir.
2. Top up reservoir with new fluid and perform bleeding operation. See "Bleeding Hydraulic System" procedures.
3. Continue to bleed until all of old fluid has been flushed from system. 

MORE TECH NOTES PAGE 25



*"Our original
tires were
Goodyear
NCT's..."*

TEXAS CHAPTER

Bids Farewell

BY JOHN T. STRECKFUSS

The Houston Chapter bid farewell to an old friend. February 29th found the Chapter Nine Deloreans at the Goodyear Blimp Hangar in North Harris County, Texas.

CONTINUED ON PAGE 26



Here's A Great Chance To Catch Up!

You're reading the 32nd issue of DeLorean World. Wouldn't it be nice to have some or all of the back issues? They'll help you solve problems like: overheating, weather stripping, tail lights, glove compartment door, fuel injection, window mechanisms, radio, steering, lowering, fuel pump, axles, fans, doors, inertia switch, mufflers, mode switch, mirrors, fuel gauge, relays, cooling system, lamps, ig-

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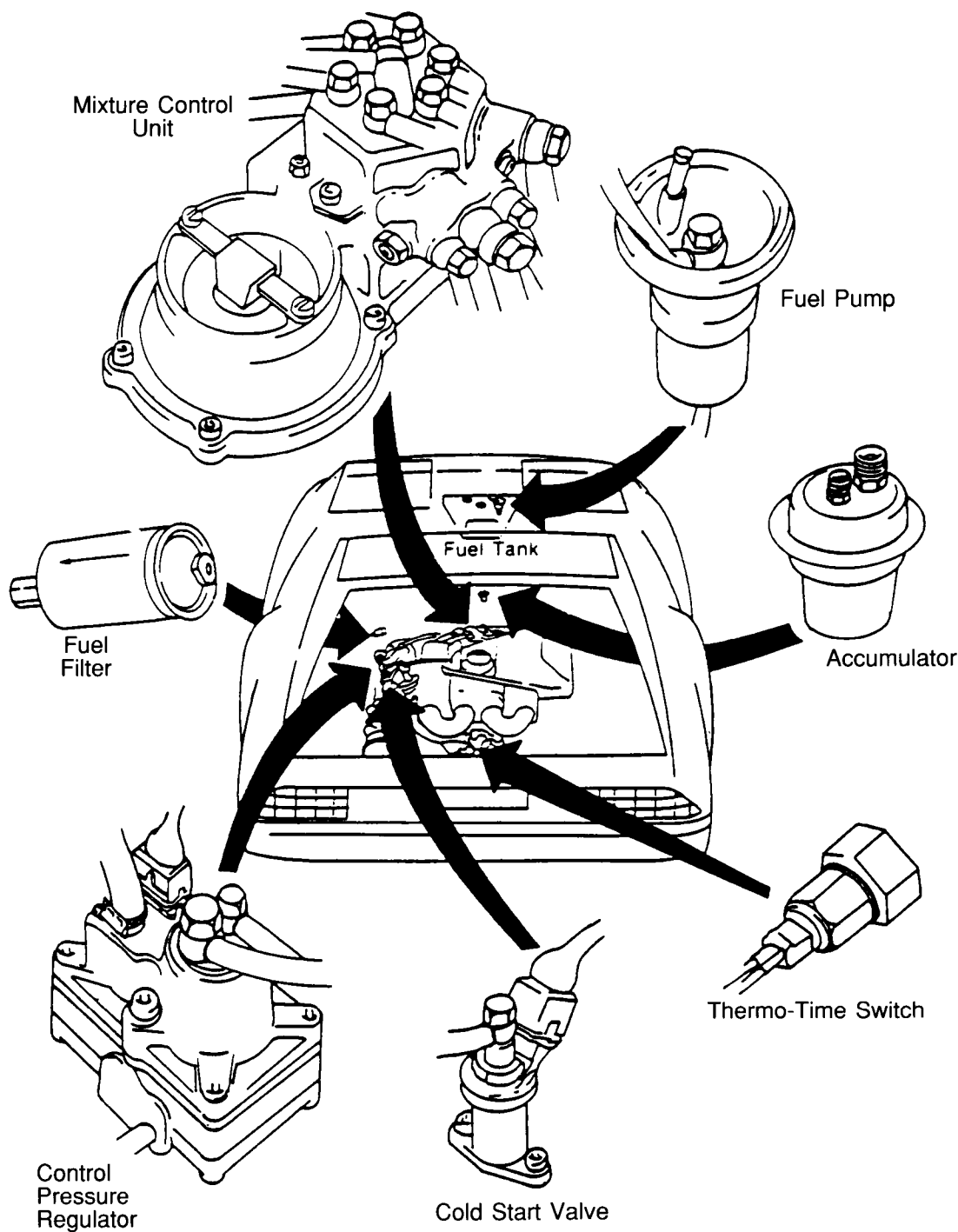
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FUEL AND EMISSIONS COMPONENT LOCATIONS



GOODYEAR (FROM PAGE 23)

The Goodyear Tire and Rubber Company, in a cost cutting move, had decided to close its Houston base and take the airship up to Akron, Ohio. Since our original tires were Goodyear NCT's, we thought that it was fitting to assemble and say goodbye to an unusual aircraft from an unusual group of automobiles. This was a great photo opportunity.

The Goodyear Blimp, when moored to its pylon, acts as a giant weather vane, pivoting on the pylon to face into the wind. A single wheel, mounted at the base of the passenger compartment (or gondola), keeps the body of this huge aircraft from touching the ground. As the direction of



the wind changes, the blimp can turn on its single wheel, describing a huge circle with the pylon at its center.

When our group was setting up for the photos at the blimp base, we only had two parameters set forth by the base personnel. Do not drive vehicles on the grass, and do not interfere with the pivoting motion of the blimp. We were therefore relegated to positioning our cars between the mooring pylon and the circle described by the gondola at the bottom of the blimp. This forced us to keep our DeLoreans in a tight group at the base of the pylon. More than once, the necessity of this was demonstrated as the wind would change and the blimp would shift very close to our cars. No one wants to lose a door!

At another event, the Texas dew still shimmered on glistening stainless steel as my wife Lesia, my son John, and I rolled out of our drive to meet the rest of DeLorean Owners Association Chapter 9 at the starting point of our first annual mystery rallye. The reason three of us fit into a DeLorean is that at eleven months old, John does not take up much room. In fact, his car seat fastens right between the bucket seats, facing rearward, cargo net removed.

We are expecting a little girl who is due at the end of October, 1992. And I have absolutely no idea how to fit two car seats and two adults in one DeLorean!

As the destinations or checkpoints had not yet been revealed to us, we

About the Author

John T. Streckfuss is a marketing representative for a large liquor distributor in Houston, Texas. His wife, Lesia, is a school teacher and mother. They have an eleven month old son, John and they are expecting a little girl due the end of October, 1992.

knew only to be fueled and ready at the junction of State Highways 6 and 290 at 9:00 AM. We arrived a little early in order to have time to drink a cup of coffee and get oriented (not a morning person, me). Soon enough though, the main body of Chapter 9 was finishing breakfast and gathering outside The Kettle restaurant to receive a set of instructions and a pre-rallye briefing. At exactly 10:00 AM,

"I have absolutely no idea how to fit two car seats and two adults in one DeLorean!"



Texas Chapter bids farewell to an old friend.

The Goodyear Blimp, when moored to its pylon, acts as a giant weather vane, pivoting on the pylon to face the wind. No one wants to lose a door!

"The Texas dew was still shimmering on glistening stainless steel..."

DeLoreans began to head north on Hwy 290 at sixty second intervals, until all eighteen of us were underway.

Partly because Lesia and I are not professional rallye drivers, and mostly because the smooth Texas highway felt so good gliding under our car, we were soon driving as fast as our radar detector allowed. The rest of Chapter 9 must have been doing the same thing, because within thirty minutes, a long stainless steel column was flying up Hwy 290 as we studied the detailed instructions prepared by the rallye planners, Bill Swilley and Stephen Wynne.

DELOREAN WORLD

The instructions indicated we were very near our first destination as I noticed a very, very large levee off to the east and through the trees. As the road curved to the right, I saw the front of our column turning into the security gate of the Texas World Speedway. After all our members were assembled, the security chief at Texas World Speedway escorted our DeLoreans to the top of the track where we could see the entire 2.5 mile course. The large levee that I had seen earlier was, in fact, the backside of the south turn of the track! As interesting as the track was, it was only our first stop, and we only had twenty minutes left if we were to arrive at our final destination on time, so it was back into our DeLoreans and back onto the highway.

We only had a couple of turns to execute and we were at our final instruction which stated, "If you pass the airport, you have gone too far!" We were now driving down a fairly curvy road, and finally after the last bend in the road, we found ourselves at the renowned Messina Hof vineyards. Lesia and I were very excited because we knew Messina Hof is a premier Texas winery. In fact, the 1989 Messina Hof Chardonnay placed higher than the French Chardonnay in a blind tasting to win the 1989 Gold Medal.

The Messina Hof officials showed us through the vineyards which were already pruned and lying dormant in anticipation of Spring. We were all taken by the quiet pastoral beauty of this East Texas vineyard.

From the vineyard, we toured the crushing room, where the juice is extracted from the skins, seeds, stems, etc. and then piped into the fermentation tanks. After the fermentation area, we were shown the Chateau Messina Hof, where we were introduced to seven different Messina Hof wines, ranging from the relatively dry Cabernet Sauvignon, to the very sweet Angel, a late harvest Riesling.

Finished with the tasting, our now pliant group moved to the Chateau's deck where we enjoyed a delicious picnic prepared for us by the winery. Everything was delicious, especially the cheesecake that had been made with the Angel as one of its ingredients.

After our picnic, it was time to compare rallye times and declare the rallye winners. First place went to Christy and Glen Norman, with Jerry and Keith Calloway bringing in second. The second leg of the rallye was won hands down by Joe and Mary Ruth White. Nice driving, Mary Ruth!

Since our DeLoreans are unique Irish built sports cars, we are always a popular group in Houston's St. Patrick's Day Parade. With our doors up and green streamers and balloons flying in the breeze, our group made

"A long stainless steel column was flying..."

its way down Houston's Main Street to the shouts and cheers of every Irishman in the crowd; even if they were only Irish for a day! The DeLoreans are even more recognizable to people in general, as the "cars from the movie", so it is nice to be able to let folks know where the cars were built.

As a precaution against any parade day embarrassment, the Chapter 9 people always meet a week before any public event to pressure test cooling systems, adjust doors, and confirm the general roadworthiness of each car before it is displayed before a crowd of people. As a result of these precautions, we have had almost no incidents of failure at parades or special functions.

After the St. Patty's Parade, the next order of business was prize-winning barbeque at the Hilton Collins Ranch in Crosby, Texas. Hilton is a Grand Master Award Winning Cook and has literally dozens of trophies that attest to his skill in culinary achievements. The Chapter 9 members were treated to bacon-wrapped quail, mouth watering beef, and my favorite, inch-thick pork chops. The taste and texture of these pork chops defies description. The only way to experience this rapture would be to join DeLorean Owners Association Chapter 9 the next time that Hilton decides to create culinary ecstasy. Absolutely fantastic!



AUTOMATIC TRANSMISSION

DIAGNOSIS CHART NO. 1

Faults	Causes Due To Transmission Auxiliaries	Causes Of Electrical Origin	Causes Of Hydraulic Origin	Causes Of Mechanical Origin
Engine Stalls Uneven idling	2, 3, 4, 13			
Creep In "N"	10		19	31
Excessive Creep In "D"	2, 4		27	
Slip When Moving Off In "D" Or "R"			1, 12, 19, 35, 27	
Slip When Moving Off In "D"				32
Slip During Gear Changing			12, 35, 19	
Grabs On Moving Off	2, 4		27	
Grabs During Gear Changing	5	18	12, 13, 19, 35, 36	
Incorrect Gear Changing Speeds	4, 5, 6, 17	8, 16, 17, 34, 18		
No Drive In Any Ratio	1, 10		19	22, 23, 24, 25, 26, 27
No Drive In 1st And 2nd "Automatic"				31
No Drive In 2nd Or 3rd				29
No Drive in 3rd. No eng. Braking In "R"				28
No Drive In Reverse				30
No Drive In 1st Auto But Drive In 1st Gear "Hold"				32
No 1st Automatic		8, 16, 18	19	32
No 2nd Automatic		8, 16, 18	19	
No 3rd Automatic		8, 16, 18	19	
No 1st Gear "Hold" No 2nd Gear "Hold"	10	8, 16, 37, 18	19	
Remains In 1st Auto		8, 16, 37, 18	19	
Remains In 3rd		7, 8, 16, 18	19	
Some Ratios Unobtainable And Selector Level Abnormal	10			33
"Park" Facility Not Working	10			33
Starter Not Working	10	8, 37		
Smoke From Exhaust	13			

DIAGNOSIS CHART NO. 2

CHECK LIST

1	●	Fluid Level
2	●	Idle Speed
3	●	Engine Ignition System
4	●	Accelerator Control
5	●	Governor Cable
6	●	Microswitch Adjustment
7	●	Fuses
8	●	Harnesses, Wiring, Plugs, Sockets, Grounds
9	●	Computer Setting
10	●	Selector Lever Adjustment
12	●	Fluid Pressure Setting
13	■	Vacuum Leaks
16	■	Governor/Computer
17	■	Microswitch
18	■	Solenoid Shift Valves
19	■	Valve Body
20	■	Pressure Regulator
21	■	Starter Switch
22	▲	Fluid Pump
23	▲	Fluid Pump Shaft
24	▲	Turbine Shaft
25	▲	Final Drive
26	▲	Converter Driving Plate
27	▲	Converter
28	▲	Clutch C1
29	▲	Clutch C2
30	▲	Brake B1
31	▲	Brake B2
32	▲	Roller Clutch
33	▲	Manual Control Valve
34	■	Charging System Voltage
35	■	Vacuum Modulator
36	■	Pick-Up Screen
37	■	Multifunction Switch

● Adjustment on installed transmission

■ Overhaul on installed transmission

▲ Overhaul on removed or dismantled transmission

AUTOMATIC TRANSMISSION MAINTENANCE AND ADJUSTMENT

CHECKING AND ADDING TRANSMISSION FLUID

1. Place vehicle on level ground and apply parking brake.
2. With the selector lever in the PARK position, start the engine and run long enough to achieve operating temperature (coolant fans begin to cycle - A/C off).
3. Check the fluid level with the transmission selector in the PARK position and the engine running at idle. The fluid level on the dipstick should be at the HOT
4. If additional fluid is required, add sufficient fluid through the filler tube to bring the level to the proper mark on the dipstick. Do not overfill the transmission.



LIGHTS

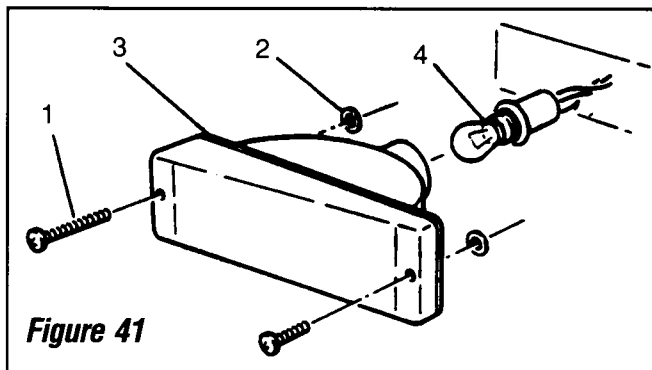


Figure 41

FRONT TURN SIGNAL LIGHT REMOVING - REFITTING (Figure 41)

REMOVING

1. Undo two retaining screws (1) and rubber washers (2).
2. Withdraw lamp (3) from bumper aperture.
3. Twist bulb holder (4) a quarter turn counter clockwise to release bulb.

REFITTING

Reverse Removal Procedure.

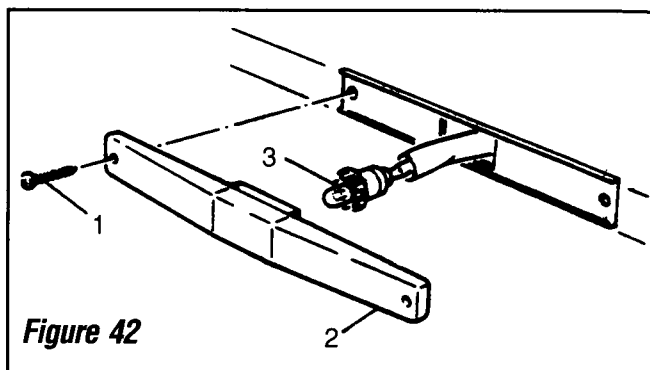


Figure 42

FRONT AND REAR SIDE MARKER LIGHT REMOVING - REFITTING (Figure 41)

REMOVING

1. Release two marker light retaining screws (1).
2. Withdraw light (2) and pull out bulb holder (3).

REFITTING

Reverse Removal Procedure.



POWER WINDOW OR DEFROST SWITCHES

POWER WINDOW OR DEFROST SWITCHES REMOVING - REFITTING

Figure 53

REMOVING

1. Pull switches (1) from console tray.
**NOTE: Push-up switches from bottom.
Do not pull cover off defrost switch.**
2. Disconnect block connector (2) and remove switches (1).

REFITTING

Reverse The Removal Procedure.

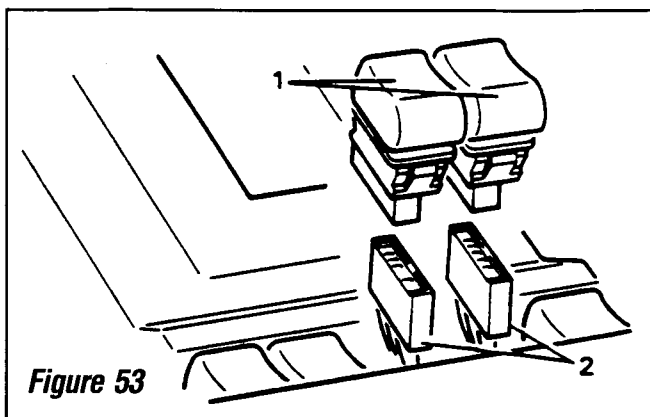
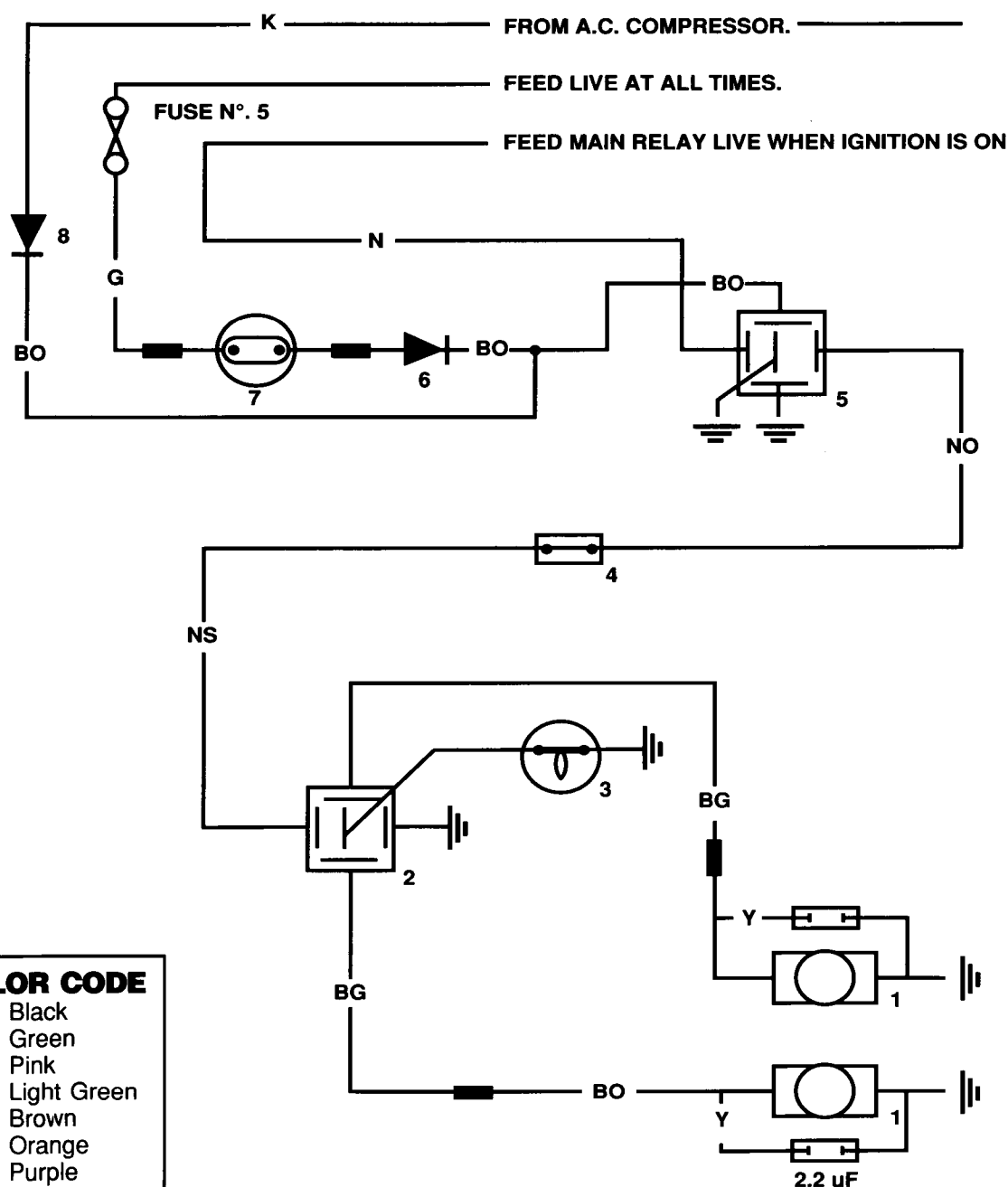


Figure 53



COOLING FAN CIRCUIT



- 1 Cooling Fans.**
2 Fan Fail Module.
3 Fan Fail Telltale.
4 Thermal Trip.
5 Fan Relay.
6 Diode.
7 Otterstat.
8 A.C. Diode.

ASSOCIATION PRODUCTS

- 002 Baseball cap w/ mesh back & Logo; red or blue **\$6.00**
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- 006 Tee shirt w/ Logo printed; available black or gray; Sm to Xlg; washable **\$9.00**
- 006SP Gray tee shirt with Logo & Washington D.C. event design. Collector's item. Small only **\$4.00**
- 006XPO Red tee shirt w/ Logo & Las Vegas Expo '91 design. Collector's Item. Sm. & XXlg. only **\$6.00**
- 007 Nylon matching running shorts; black or gray; washable. Sm. to Lg. **\$9.00**
- 012 Our best golf shirt (no pocket) w/ Logo embroidered; grey, green or white; M to Xlg **\$20.00**
- 012P Our best golf shirt (with pocket); Logo embroidered; blue or red; M to Xlg **\$21.00**
- 014 Black knit zippered vest w/ Logo printed; Sm only **\$12.00**
- 016 Black long sleeved sweatshirt; washable w/ Logo; Sm to Xlg **\$20.00**
- 016SP Black long sleeved sweatshirt w/ Logo and Washington D.C. event design; Collector's Item. Med. only **\$16.00**
- 016W White long sleeved sweatshirt w/ large Logo; Sm to Xlg **\$20.00**
- 016CC Red, long-sleeved sweatshirt w/ silver DeLorean, washable; Collector's Item; (Cape Cod) Sm to Xlg: **\$18.00** Long & XXlg: **\$20.00**
- 018X 3 inch iron-on, embroidered patch (black and grey with red border) **\$3.75**
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- 019W Match to 0019 (above) in white, white cuffs and collar, Sm & Xlg only **\$35.00**
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- 029 Club Logo siltone money clip **\$5.00**
- 031 Round logo chrome member badge for car **\$10.00**
- 033 Leather key holder **\$4.00**

- 034 DeLorean prototype photos. Full Set (24): **\$20.00** Half set (12): **\$12.00**
 - 042 Short sleeved crinkle cotton top; w/ Logo embroidered; aqua, yellow; one size fits all **\$22.00**
 - 043 100% cotton, oversized tanktop; w/ Logo printed; one size fits all; silver **\$13.00**
 - 045 Squeeze style siltone key ring w/Logo **\$5.00**
 - 046 Child's grey tee shirt w/Logo; Sm to Lg **\$6.00**
 - 047 Wall clock w/ Logo **\$29.50**
 - 048 Money clip w/ knife and file **\$6.50**
 - 049 Magazine binder w/ Logo, holds 12 magazines **\$14.95**
 - 050 10th Anniversary Commemorative Wine Glasses. 1 glass: **\$5.50** Set of 2 **\$10.00**, Set of 4: **\$19.00**, Set of 6: **\$28.00**
 - 051 Brushed silver Quill pen with Logo **\$9.95**
 - 053 DeLorean Owners Association Decal with Logo **\$0.25**
 - 054 Bic executive rollerball pen; black with silver Logo **\$2.00**
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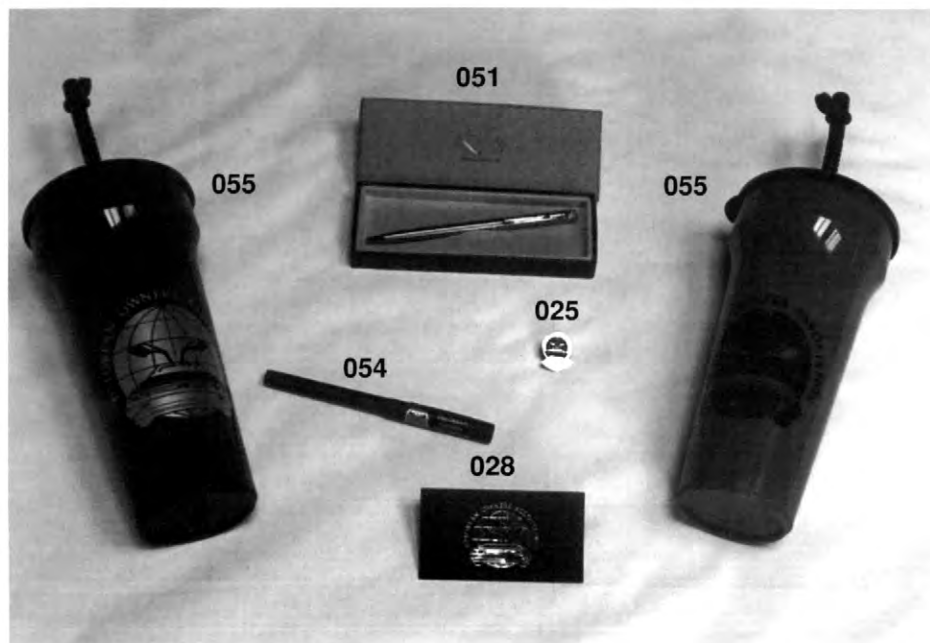
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IGNITION VACUUM ADVANCE CONTROL

DESCRIPTION AND OPERATION

(Figure 44)

The vacuum signal to the distributor advance is not present during idle and at low engine temperatures. Distributor advance is cut out at low temperatures to improve catalytic converter warm-up. A thermal vacuum control valve (A), located in a coolant passage, closes when the coolant temperature is below 40°C (104°F) to prevent manifold vacuum from reaching the distributor advance. Above 40°C the control valve is open allowing vacuum to pass to the solenoid valve (B).

The electrically operated solenoid valve (B) is energized whenever the throttle plates are closed. Energizing the solenoid closes the vacuum passage to the distributor advance, thus eliminating an over-advanced condition during idle or deceleration. Solenoid operations controlled by a throttle micro-switch (C) which provides an throttle plates are closed.

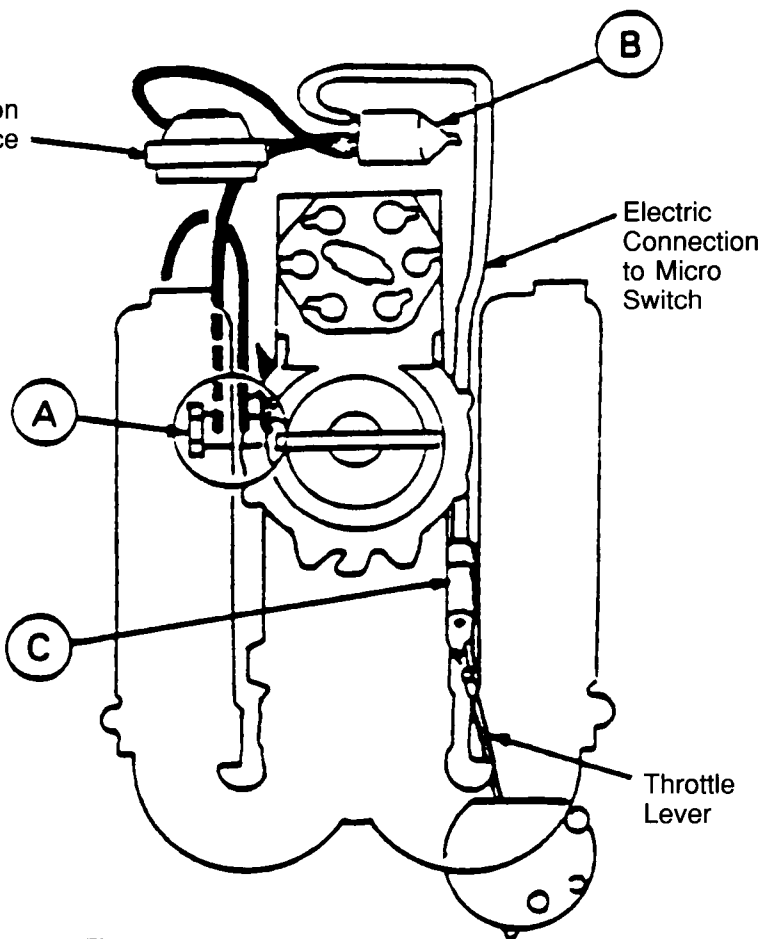


Figure 44

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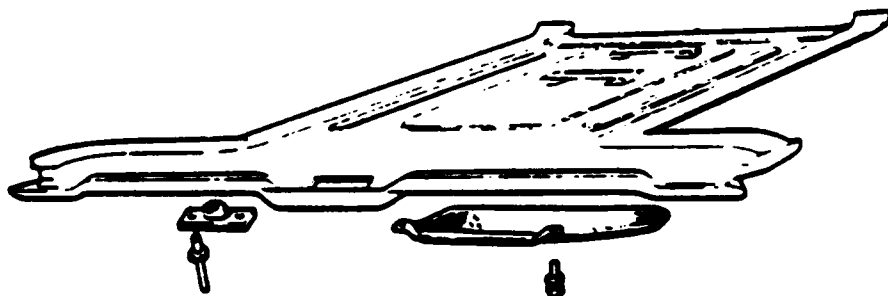
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HEADLINER

Figure 17



FRONT HEADLINER REMOVAL (Figure 17)

1. Remove both left and right sunvisors.
2. Working along roof panel area, partially remove the left and right inner door seals.
3. Using an X-Acto knife or equivalent tool, cut front headliner material along edge secured to roof panel with adhesive.
4. Pull headliner forward. Disengage from roof panel retaining clips, lower

headliner, disconnect courtesy lamp assembly and remove headliner.

5. Peel back and remove excess headliner material from roof panel.
6. Clean adhesive from roof panel with a general purpose adhesive cleaner

INSTALLATION

1. Position and secure courtesy lamp assembly to headliner.
2. Position and secure front headliner into roof panel retaining clips.
3. Position and secure both left and right sunvisors.

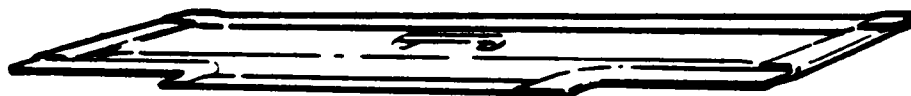
4. Spread an even coat of specified adhesive along roof panel where the headliner material will be secured.

5. Pull headliner material tight, position over roof panel and apply a firm pressure to secure material to adhesive.

NOTE: Be very careful not to create any wrinkles in headliner material.

6. Position and secure left and right inner door seals.

Figure 18



REAR HEADLINER REMOVAL (Figure 18)

1. Working along roof panel area, partially remove left and right inner door seals.
2. Using an X-Acto knife or equivalent tool, cut front headliner material along edge secured to roof panel with adhesive.
3. Pull headliner forward, disengage from roof panel retaining clip and remove.

4. Peel back and remove excess headliner material from roof panel.
5. Clean adhesive from roof panel with a general purpose adhesive cleaner.

INSTALLATION

1. Position leading edge of rear headliner between trailing edge of front headliner and roof panel retaining clip.
2. Spread an even coat of specified adhesive along roof panel where the headliner material will be secured.

3. Pull headliner material tight, position over roof panel and apply a firm pressure to secure material to adhesive.

NOTE: Be very careful not to create any wrinkles in headliner material.

4. Position and secure left and right inner door seals.

BRAKE BLEEDING PROCEDURE

BRAKE SYSTEM BLEEDING— MANUALLY

Whenever any part of the brake system has been disconnected or when the level of brake fluid in the reservoir becomes so low as to allow air to be drawn into the master cylinder, bleeding the air from the brake system is required.

If brake component seals are worn or deteriorated it is possible for air to enter the caliper piston bores without any indication of leaking brake fluid and thus creating a 'spongy' pedal feel. This spongy pedal feel is the usual indication of air in the system.

NOTE: It is important that cleanliness be strictly practiced during the entire brake bleeding procedure. Care should be exercised to ensure that dirt or water are not allowed to enter the brake system, especially at the reservoir.

BLEEDING PROCEDURE

1. Inspect brake fluid reservoir for proper fluid level (at MAX mark) and top up if necessary with fresh, unused brake fluid of the specified grade (DOT 4) (SAE 1703).

NOTE: Never use brake fluid which has been bled from any system to top up the fluid in the reservoir as it may be contaminated or aerated.

NOTE: Periodically inspect the level of brake fluid in the brake reservoir during the bleeding procedure. Care should be exercised not to allow the level of fluid to drop to a point where air could enter the hydraulic system via the reservoir.

A clean glass container holding approximately 1/2" of clean, unused brake fluid (DOT 4) should be used to receive the brake fluid being bled from the system. In addition, the end of the transparent drain tube should always be immersed in this fluid during the bleeding procedure.

When bleeding the brake system it is important to start with the longest length of hydraulic line first.

2. With the engine off remove the vacuum reserve in the brake servo booster by applying the brakes several times.
3. Raise car on hoist.

When bleeding all four wheels, the following sequence **MUST** be followed:

- A. Right Rear
- B. Left Rear
- C. Right Front
- D. Left Front

4. Install a box end wrench over the caliper bleeder screw and install a transparent drain hose over the bleeder screw. The drain hose should then be placed into the receiving container with the other end immersed in brake fluid.
5. Repeat the following steps for each wheel in the sequence previously listed:
 - A) Fully depress the brake pedal slowly one time and hold.
 - B) Loosen the bleed screw to purge the air from the line.
 - C) Re-tighten the bleed screw.
 - D) Slowly release the brake pedal and wait 5 seconds to allow the master cylinder piston to fully retract.
 - E) Repeat A through D until brake fluid containing no bubbles emerges from the drain tube.

NOTE: There may be a small amount of red fluid discharged from the drain tube on the initial bleeding of the brake system. This fluid is test fluid used by the manufacture during production and is not harmful to the system.

NOTE: Top-up the brake fluid reservoir as required during the bleeding procedure making certain air is not drawn into the system.

6. Lower car and top up brake fluid reservoir as required.

BRAKE SYSTEM BLEEDING— PRESSURE TECHNIQUE

Bleeding the brake system with available pressure bleeder tools considerably assists in performing this procedure. These tools are equipped with brake fluid holding tanks pressurized.

The variety of equipment consists of a holding tank partially filled with brake fluid and a rubber hose which is intended to be connected to master cylinder adapter suitably designed to be installed on specific master cylinder reservoirs. Compressed air is then placed in the holding tank which forces the brake fluid into the brake hydraulic system via the master cylinder reservoir.

Pressure bleeding equipment must be of the diaphragm type, that having a rubber diaphragm between the brake fluid and the air supply to prevent moisture, air or other contaminants from entering the brake hydraulic system.



TRAILING ARM BUSHING, RIGHT OR LEFT

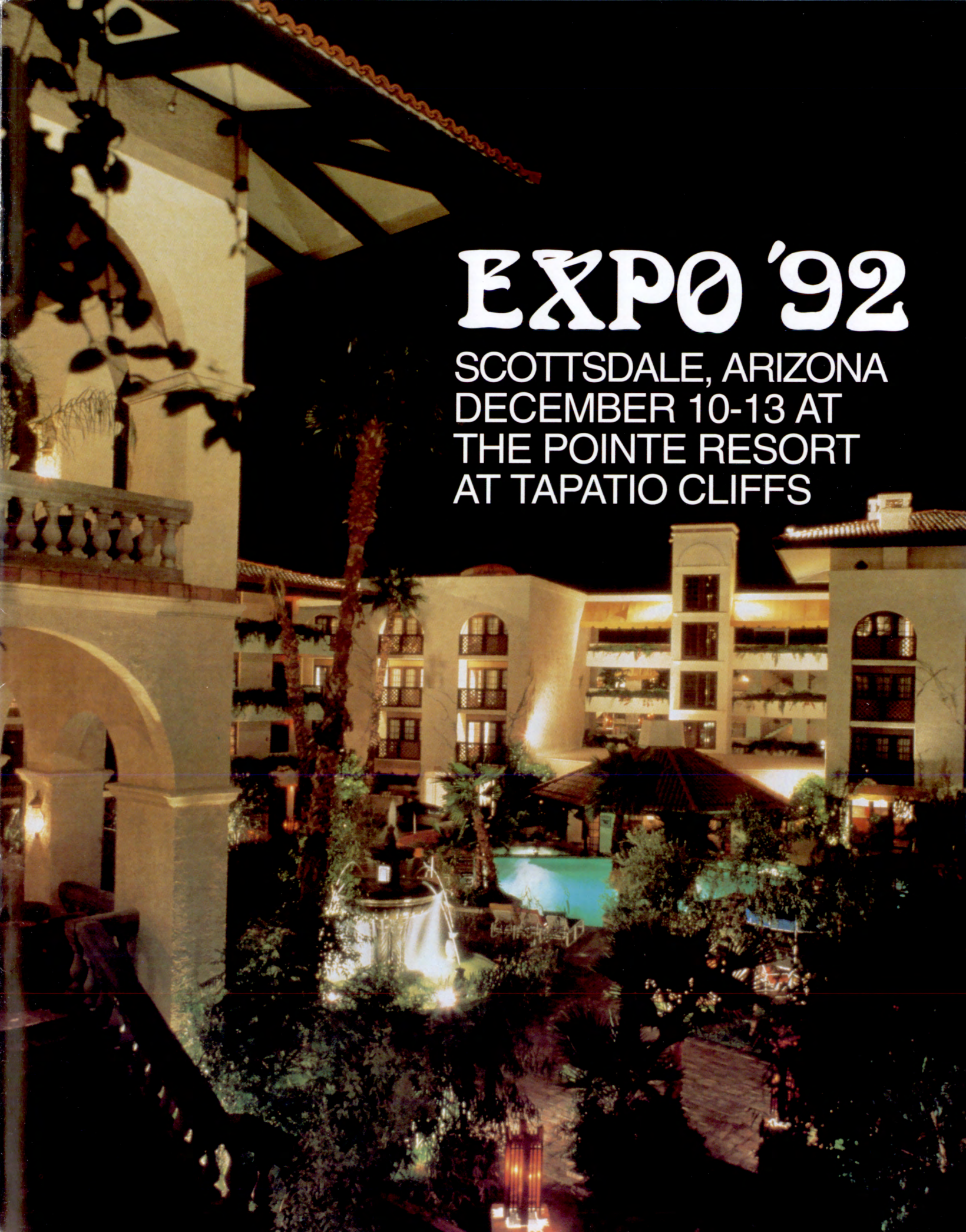
REMOVAL

1. Raise car on hoist.
2. Remove trailing arm pivot bolt and nut. Position trailing arm out of the way to gain access to bushing retaining plate.

NOTE: Quantity of removed shim washers should be noted and replaced upon installation.

3. Remove both bushing mounting plate nuts and bolts. Remove plate and bushing.
4. Fit new bushing. Reverse removal procedures and torque fasteners.
5. Check rear suspension for specified tow-in alignment and adjust if necessary.



A nighttime photograph of The Pointe Resort at Tapatio Cliffs. The image shows a multi-story resort building with a warm, yellowish glow from interior lights. In the foreground, there is a lush garden with a large, ornate fountain that is illuminated. A palm tree stands prominently in the center. The sky is dark, and the overall atmosphere is serene and inviting.

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- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same

brand used on most Indianapolis 500 racers.

- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.

- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph 6.3 seconds
- Top Speed 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

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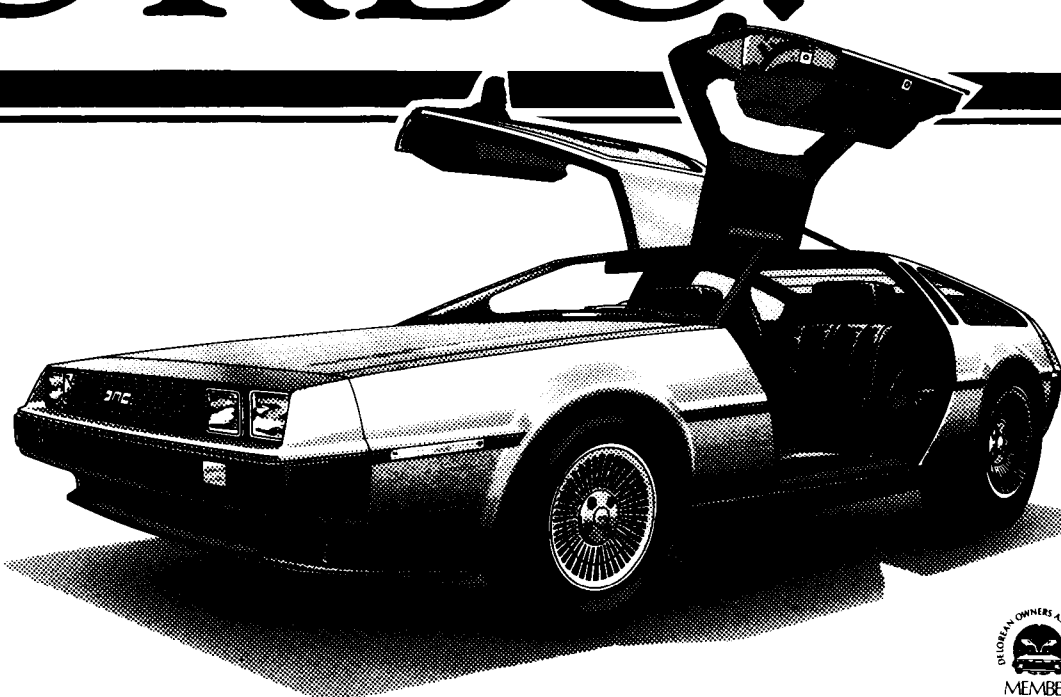
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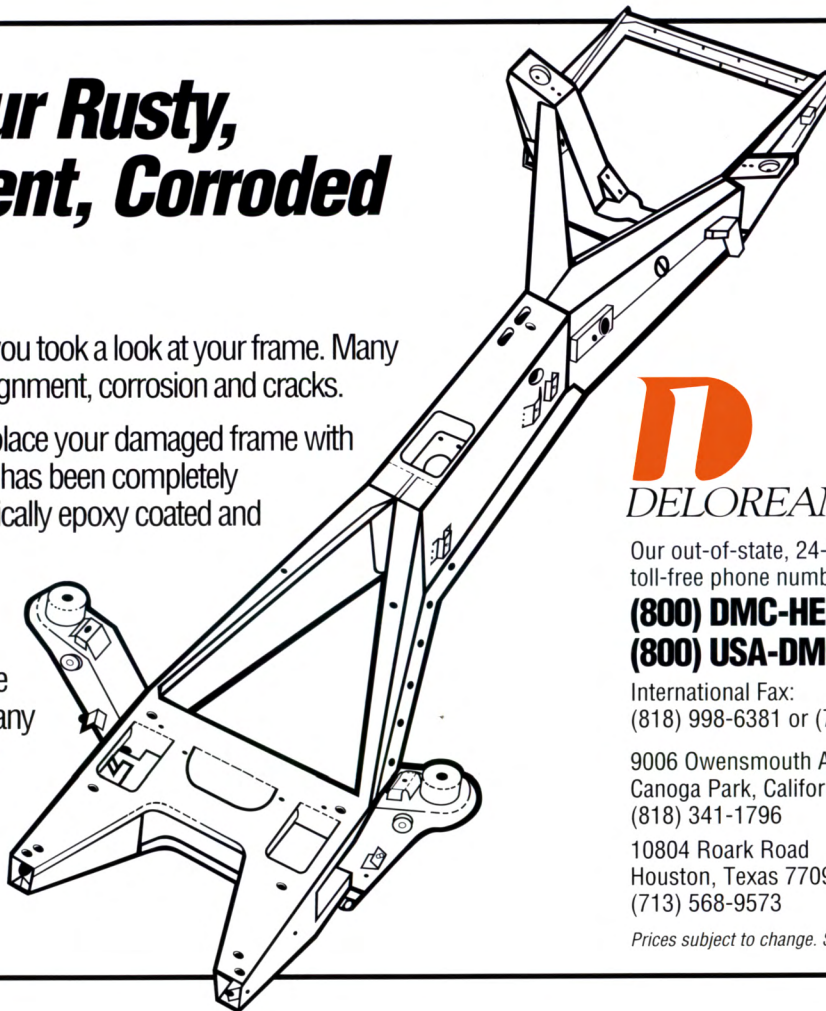
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